Utah Department of Transportation
Traffic Management Division

August 2013

Monthly Report

2060 South 2760 West Salt Lake City, Utah 84104 801-887-3710 www.udottraffic.utah.gov

Mission of the Traffic Management Division

- To Support UDOT and the Department of Public Safety to Achieve Zero Fatalities.
- To Help Provide Reliable and Efficient Travel Throughout Utah.
- To Provide Useful and Timely Real-time Traffic Information.
- To Work Together with Other Government Agencies to Serve the Public.
- To Provide Excellent Customer Service.

Field Devices Summary

Freeway PTZ Cameras	341	Freeway VMS	86
Arterial PTZ Cameras	385	Surface Street VMS	53
RWIS & Contracted Weather Cameras	154	Portable TOC VMS	7
Viewable Detection Cameras	88	Legacy Trucks Prohibited VMS	21
Total Cameras	968	Total VMS	167
HAR (27 permanent/5 portable)	32	TMS	529
RWIS	82	Traffic Signals	1496
Ramp Meters	65		

Operations Summary

VMS Messages Displayed	68,319	IMT Assists	2108
Signal Timing Work Orders	37	Website Visitor Sessions	82,244
Signal Maintenance Work Orders	153	511 Calls	11,932
All New Work Orders	359	Weather Desk Calls	228
Incident Responses by the TOC	702	Ask CommuterLink Questions	39
Incident Duration Average Minutes	62	UDOT Traffic Followers and Re-tweets	196,408

August 2013

Control Room Operators provided support for incidents, construction, closures, special events and weather. Some of the information tools the operators are responsible for include variable message signs, 511, highway advisory radio, J-Page texts and incident management software. The Operators are also responsible for the emergency alerts, planned special events, incidents and construction that are on the UDOT traffic website. The operators are managed by control room manager, Michael Evans.

Traveler Information A presentation about UDOT Traveler Information and the Citizen Reporter Program was given at a national 511 webinar; hosted the State Homeland Security Team to a TOC tour; and was interviewed by Traffic Technology International Magazine about UDOT's rural ITS deployments

Traffic Signal Operations has been working throughout the state this month.

In Region 1, the team assisted Project Development to prepare the MOT/Signal/Maintenance South Davis design-build project; assisted Logan City prepare to kick-off their traffic signal interconnect project; and assisted the Hill Field Rd thru-turn and super-street concept review.

In Region 2, the team worked with Project Development analyzing future traffic impacts for the I-15 Point Project; updated Wasatch Blvd. signal coordination plans; worked with Salt Lake City Traffic staff to develop Salt Lake Bees game day signal timing plans; and assisted with rebuilding traffic signals at 4500 South 2700 East and 4800 West 5400 South.

In Region 3, the team activated a new signal at 400 North Redwood Road in Saratoga Springs; rebuilt two signals in Provo and Payson; and established communication with the 1300 South US-189 in Heber City.

In Region 4, the team activated the new traffic signal at 760 North Carbonville Road in Price; worked with St. George City to connect several city owned traffic signals to the UDOT signal network; and monitored the St. George diverging diamond interchange and made signal timing adjustments.

Traffic Modeling began working on new department wide traffic analysis standards. Standards used during I-15 CORE and in other states will be the foundation to the new standards. The team is continuing to develop algorithms for three new Congestion Reporting Measures: Travel Time, The Congestion Cake, and Congestion Forecasting. Once completed, sample reports will be presented to UDOT senior leaders for final approval. The team has started modeling the I-15 interchange at 2700 North in Ogden.

ITS Asset Management integrated five new TMS, one CCTV, two RWIS and six signals. They also continued upgrading the TMS system by identifying sites needing repair.

.**ATMS Maintenance –**

Teaming – The Field and Lab Teams replaced 1000 conductor feet of damaged power conductors at 10600 South I-15. The Lab, Field and Express Lane Teams repaired about 14 different sites along the Express Lane corridor.
Field Team replaced 10 more Adaptive VMS photo sensors; and worked with Maintenance Crew 235, completing the communications and power installation for the new I-80 and US-40 bridge deicing system. The team installed RWIS road sensors at Soldier Summit, installed a solar RWIS site on SR-24 in Wayne County, and identified VMS/CCTV problems on the US-189 construction project at SR-113 and at US-40. The team also closed 99 work orders.

Lab Team tested and/or repaired 20 ATMS devices; repaired a multi-display Flex Lane sign; and assembled and burned in 5 traffic signal cabinets. The team provided assistance for the I-80 variable speed limit project, and a demonstration project which will deploy a 180 degree viewing angle camera to monitor a UDOT fence being frequently damaged. The team deployed a portable VMS to support the Rockport Five Fire and added a redundant power supply to the Salt Lake City TCC fiber switch. The team has also been working with Wavetronix to improve data quality for a number of TMS sensors recently deployed at several I-15 locations.

ATMS cont.

Express Lanes Team, with assistance from the Lab and Field Teams repaired about 14 different sites along the Express Lane corridor. The Team also closed 249 system generated work orders.

Fiber Team replaced fiber switches in Communications Hub 12, the TOC and in two cabinets; and inspected a pull box replacement effort at 600 South 500 West in Salt Lake and along Parrish Lane. The team tested fiber for the UTA Light Rail project and the Tooele Dispatch Center. They worked with Salt Lake County on a construction project at 3900 South 2300 East, the I-80 project and St George fiber re-route effort. The team made fiber repairs for the VMS on I-80 MM 100 near Lake Point and at 2100 South Highland Drive.

Weather Information hosted the quarterly State Hazard Mitigation Team (SHMT) meeting at the Traffic Operations Center. Burn scar flooding was a hot topic. The UDOT weather group has responded to this problem by locating a portable RWIS trailer on a ridgeline above the Seeley Fire burn scar on SR-31 and on along SR-32 near the Rockport Five Fire burn scar. Multiple agencies have benefited from the rainfall alerts sent directly from the RWIS station. The SHMT group toured the TOC and weather group following the meeting.
The Weather Group generated 155 weather alerts for August. Most were related to burn scar flooding, especially in Huntington canyon. In all, there were 228 public interactions, which was well above the average of 69 for August.
The Huntington Shed Supervisor, Mike Stuart, remarked "I really appreciate the Weather Group's help, justifies all the work we are doing." The Cedar City Shed Supervisor, Ed Pectol, noted "We got your alert yesterday and we are cleaning out ditches and culverts in advance of the heavy rain expected".

Region 1 -- Matt Smith1.

Fiber Loop from UDOT Region 1 HQ to I-15:
Has been completed and integrated.

Ogden Area Signal Interconnect:
Concept, locations and design needs to be re-examined.

SR 193 Extension:
This project is under construction.

I-15; SR126 to US-91:
This project is near completion. Integration and inspection is ongoing.

I-15; I-84 interchange to SR-30:
This project is complete.

I-15; SR-30 to the Idaho State line:
This project is being designed by PineTop Engineering and is ready to advertise. This project needs major funding for ATMS.

Logan City Main Street Integration:
This project has been completed.

Ogden Canyon Small VMS and Fiber:
This project is under construction.
The VMS is complete. The canyon fiber is ongoing.

Region 1 – Matt Smith cont.

Layton Interchange:
This project is in design.

Brigham DDI Interchange:
This project is in design.

Weber Canyon De-Icing sign communication:
This project is in design.

US-89; SR-193 to Cornia Drive:
This project is in design.

US-89; Antelope Drive Extension:
This project is in design.

Region 2 -- Chris Siavrakas

I-80 Parley's Canyon Variable Speed Limit - Construction has begun with installing the variable speed limit signs in Parley's Canyon. We are also working with a consultant to update the software driver to communicate with the signs with our ATMS control software. Field testing of the sign should take place in September with the operation beginning in October. We have also contracted to have a special web-based software interface allowing for the Region Traffic Operations Engineer to evaluate the speed conditions during adverse weather, assess the current driver speeds, and implement the change of the speed limit.

Tooele County Dispatch Fiber Connection - Fiber splicing to the Tooele County Dispatch Center is complete. We are now working on the inside to configure the video control devices. This will allow dispatchers to see our camera images as well as provide an access point in their County Emergency Operations Center to fully control the ATMS system, similar to other EOC's. Having this connectivity will allow us to grow our ATMS system in the Tooele area.

Region 3 – Brad Cameron

SR-68 @ 400 North, Saratoga – Established/designed fiber to new signal.

US-89; 800 N to Geneva, Orem – Evaluated fiber design changes needed to continue project.

I-15 NB VMS near 2100 North Lehi – Project approved by MAG. Funding set up.

US-189; Wallsburg to Heber – Determined the cause of device failure. Started the internal process to get issues resolved.

US-40 NB VMS; Heber – Had to re-test fiber and re-start the 30 day burn-in process.

US-40 @ 2500 South Naples – Installed CCTV on new signal. Started 30 day burn-in process.

Region 4 - Matt Smith.

St. George:
There is a contract in place to replace and upgrade all existing canopy radios and connect all or most of the remaining signals to the network. Work has been completed.

Small VMS at Beaver and Parawan:
These Wanco VMS have been installed.

VMS on I-15 from Scipio to St. George:
Integration is complete and all devices are now working well. They have completed testing on the network.
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VMS for I-70 and SR-6:
The concept has been completed and for the three locations; WBI-70 (East of Green River Exit), EB I-70 (Prior to Salina Interchange), SB US-6 (Near Helper and adjacent to Existing NB VMS.. This project has been funded and will proceed to design.

Fiber upgrade for US-6, Helper and Price Signal Integration:

We have hired a contractor off the fiber procurement contract for the fiber portion. We are waiting for signal connections from Emery Telecom.

Various Small VMS locations for ICY Bridge at I-70 and Fish Springs, and Halls Crossing at Lake Powell:
Concept and design is complete. Cache Valley Electric has been hired to work on this.

I-15; North Beaver to Manderfield:
This project is in design.

I-15; Cedar City Two VMS:
Project is under construction.

ITS Standards and Specifications:

Attended the August 2013, Standards Committee meeting.
Work continues on improvements to AT 07A, AT 11A, AT 11B and bracket details AT 11C.
Work continues on the modifications made to the RWIS drawings.
Work re-started on the VMS Cantilever and Tee structures with HNTB providing previous computation files to the Bridge Design Unit for review and inclusion in the new Bridge Design Manual.

Procurement:

Work continued with UDOT Procurement for the amendment process to bring the new Fiber Maintenance and Repair bid items and measurement and payment descriptions onto the contract.
Anixter is the low bidder for the nine Conductor CCTV control cable used in traffic surveillance.
Work started on bid documents to contract Electronic Technician services. They are needed to help TOC Maintenance and Operations staff keep up with the ITS devices assignments.
Work started on bid documents for Traffic Control services. These services will be used for ITS device maintenance work.
Ciena presented their products and answered questions relating to the TOC fiber optic system to determine what product or service is useful to the TOC.

ITS Standards and Specifications cont.

Special Training Sessions:
Talley Sales gave a question and answer session for TOC staff to better understand the applications for Redline Radios AN 80i and AN 3000 versions. The topics included Master and Slave radio arrays for arterial corridors (AN 3000), point to point and point to multipoint setups were also described (AN 80i).
George Lukes presented the WIKI for the Design Manual of Instruction to the TOC Staff.

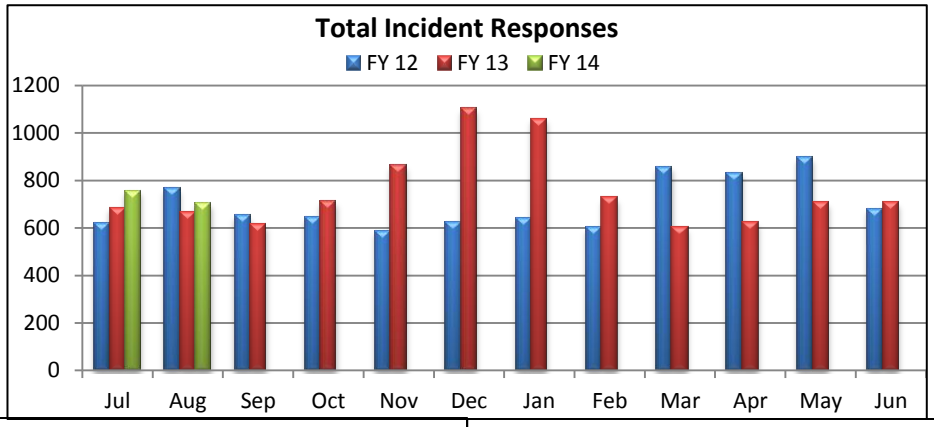
Other:
A field trip to visit new, small VMS installations, used in Region 4 for traveler information. One project involves an "Icy Bridge" message to warn motorists of icy conditions, the others are for advising motorists of mountain pass conditions.

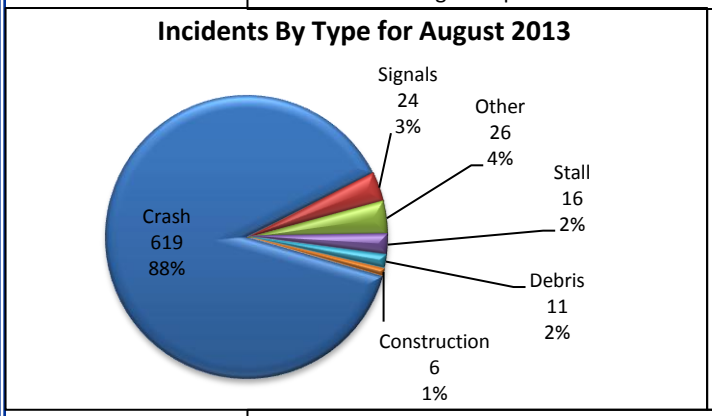
Traffic Operstions Center Bids Farewell to Ahmad Jaber

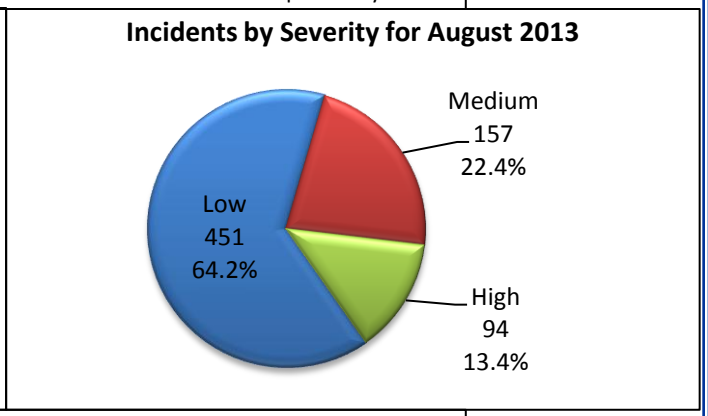
Acronyms

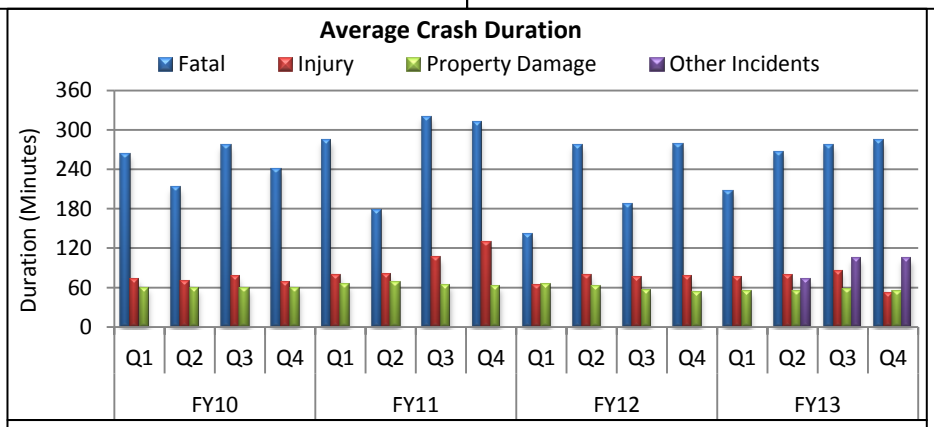
CCTV	Closed Circuit Television	I2TMS	Integrated Interagency Traffic Management System
RWIS	Road-Weather Information System	TOC	Traffic Operations Center
DPS	Department of Public Safety	VMS	Variable Message Sign
TMS	Traffic Monitoring Sttaion	ITS	Intelligent Transportation System
HAR	Highway Advisory Radio	TMD	Traffic Management Division

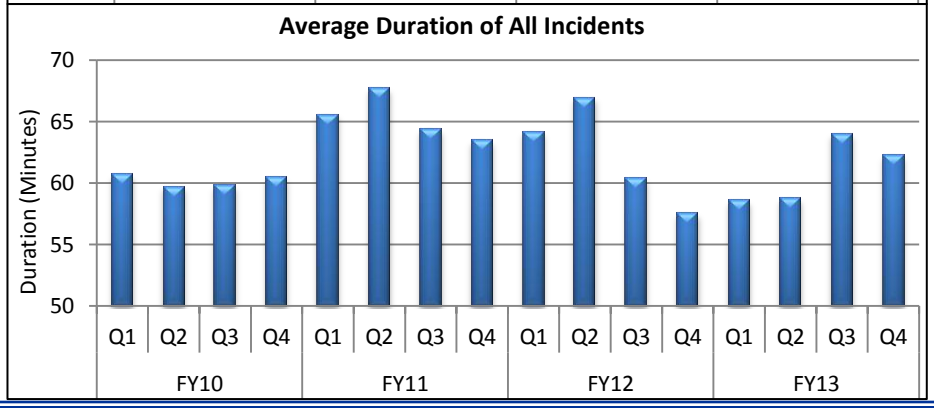
An incident response occurs each time an incident is recorded in the ATMS system. These can be of several types, including crash, construction, debris, stall, congestion, or other. Crashes are separated into three subcategories: property damage, personal injury, and fatal. Each time an incident is created, information is sent to the 511 system, the website, and to the public through email alerts. An incident remains active until it has been completely cleared from the roadway.

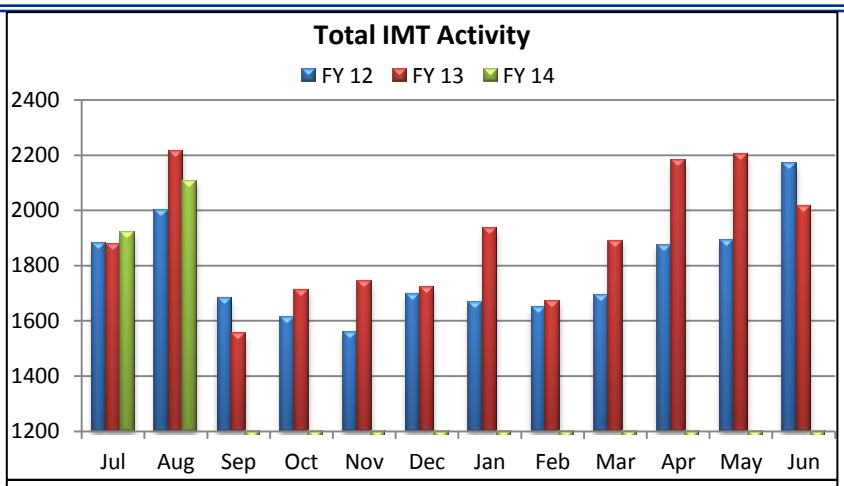


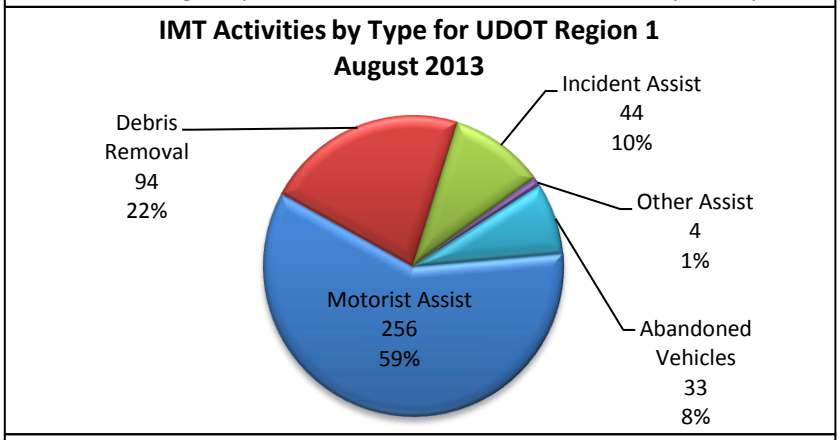


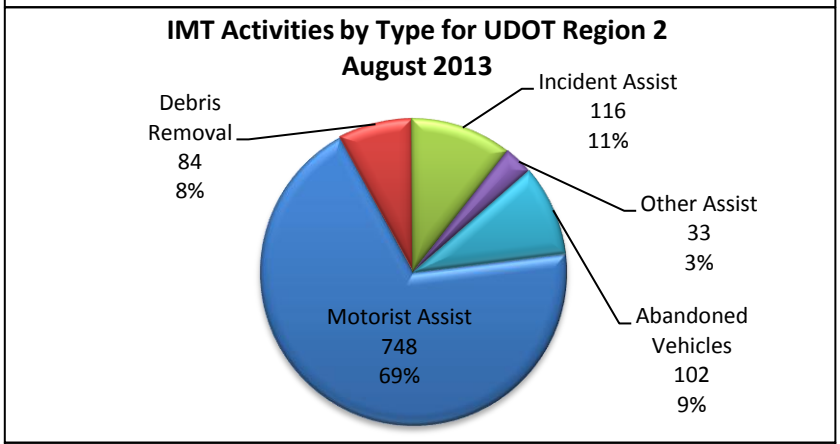


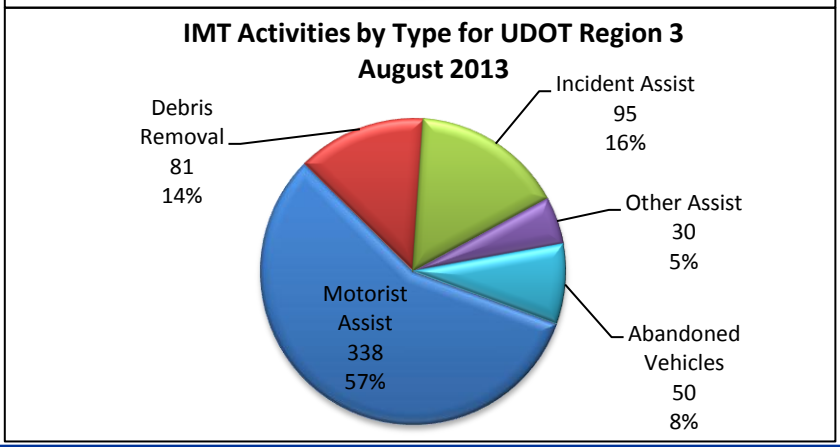





Total IMT Activity
FY 12
FY 13
FY 14
2400
2200
2000
1800
1600
1400
1200
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun


IMT Activities by Type for UDOT Region 1
August 2013
Debris Removal 94 22%
Incident Assist 44 10%
Other Assist 4 1%
Motorist Assist 256 59%
Abandoned Vehicles 33 8%


IMT Activities by Type for UDOT Region 2
August 2013
Debris Removal 84 8%
Incident Assist 116 11%
Other Assist 33 3%
Motorist Assist 748 69%
Abandoned Vehicles 102 9%


IMT Activities by Type for UDOT Region 3
August 2013
Debris Removal 81 14%
Incident Assist 95 16%
Other Assist 30 5%
Motorist Assist 338 57%
Abandoned Vehicles 50 8%

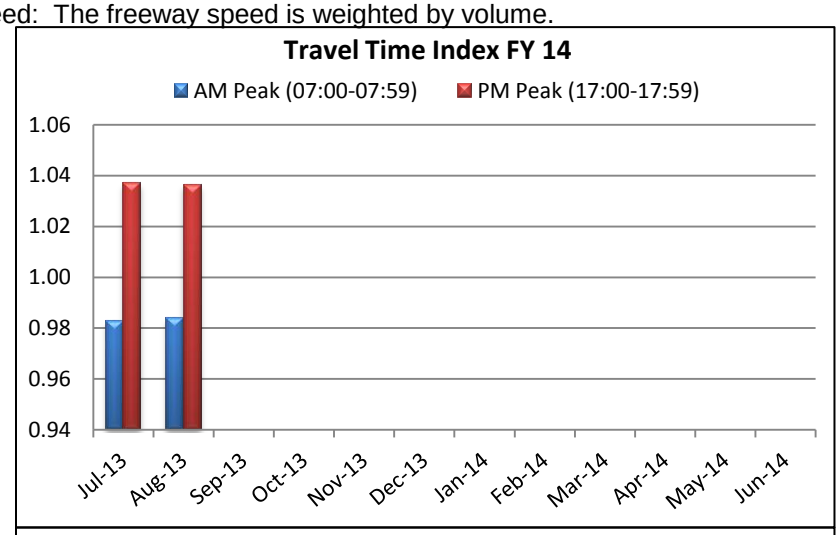
Freeway Traffic Level of Service

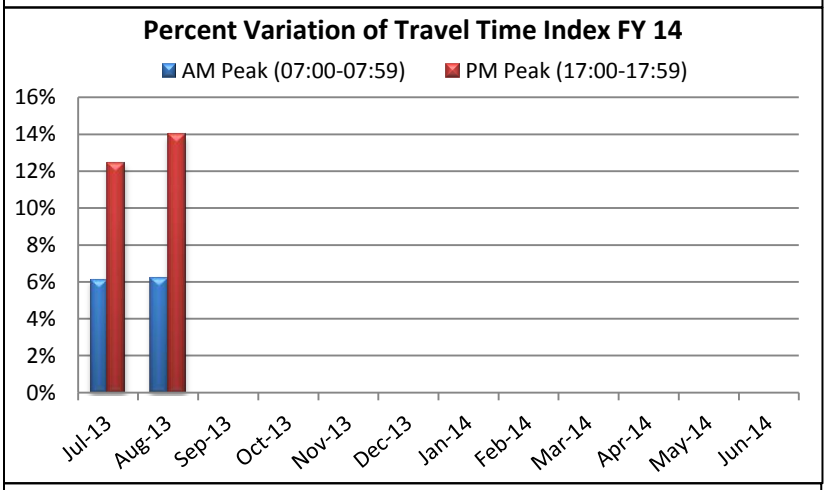
Freeway flow measures are taken from the Traffic Monitoring Stations (TMS) located throughout the Wasatch Front. As more TMS sites are installed throughout the state, they will be included in these performance measures.

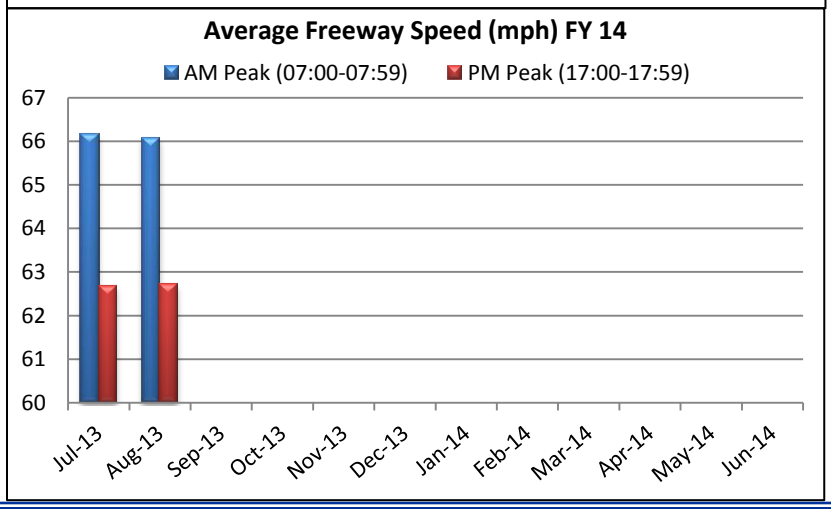
Travel Time Index: This measure of mobility is based on freeway speeds and is weighted by segment lengths and by the traffic volume. A value of 1.0 represents free-flow speeds. A value of 1.12 indicates that the average vehicle trip takes 12% longer than if that were the only vehicle on the freeway.

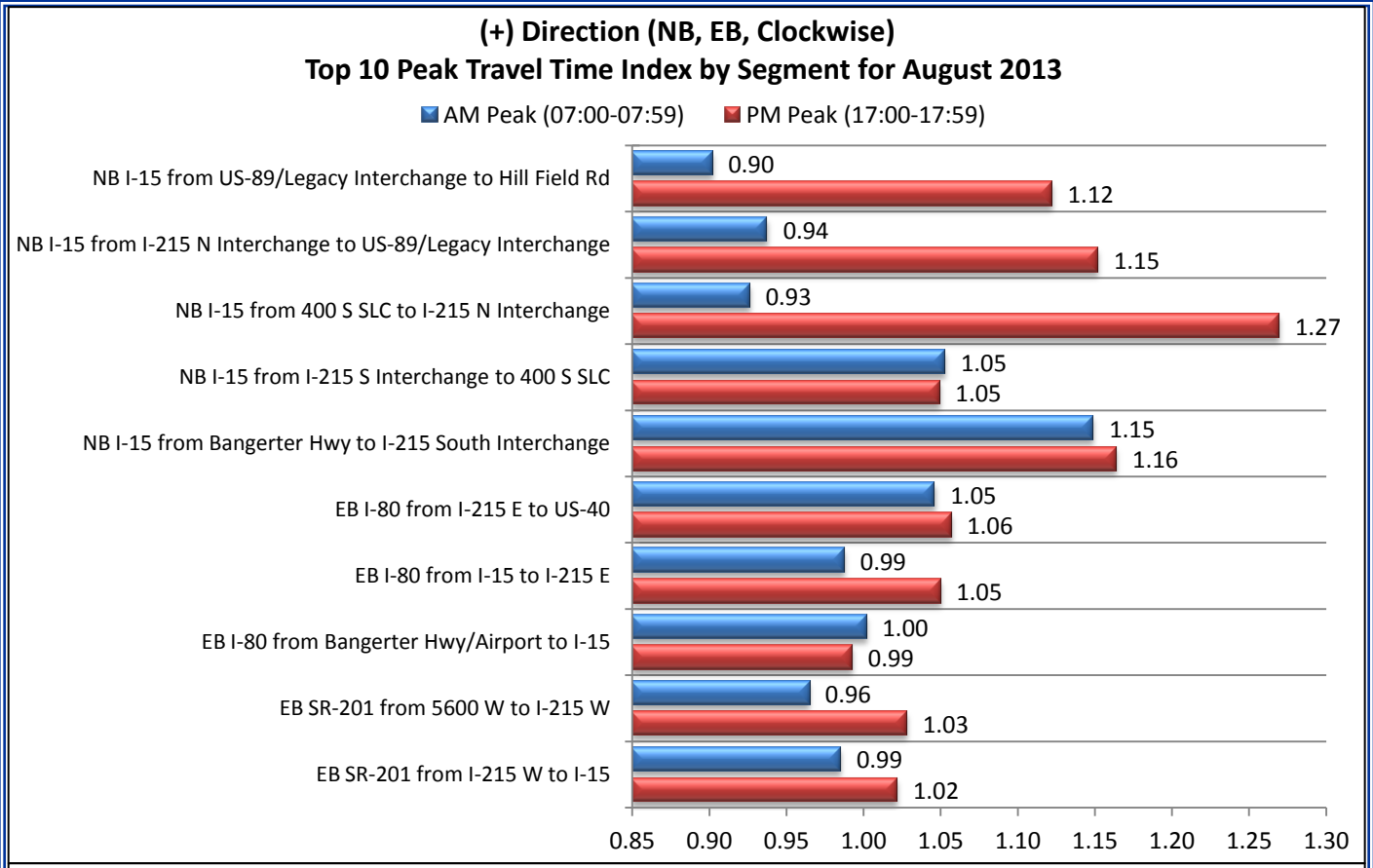
Percent Variation of Travel Time Index: The percent variation in the Travel Time Index is a measure of how much the Travel Time Index changes from day-to-day.

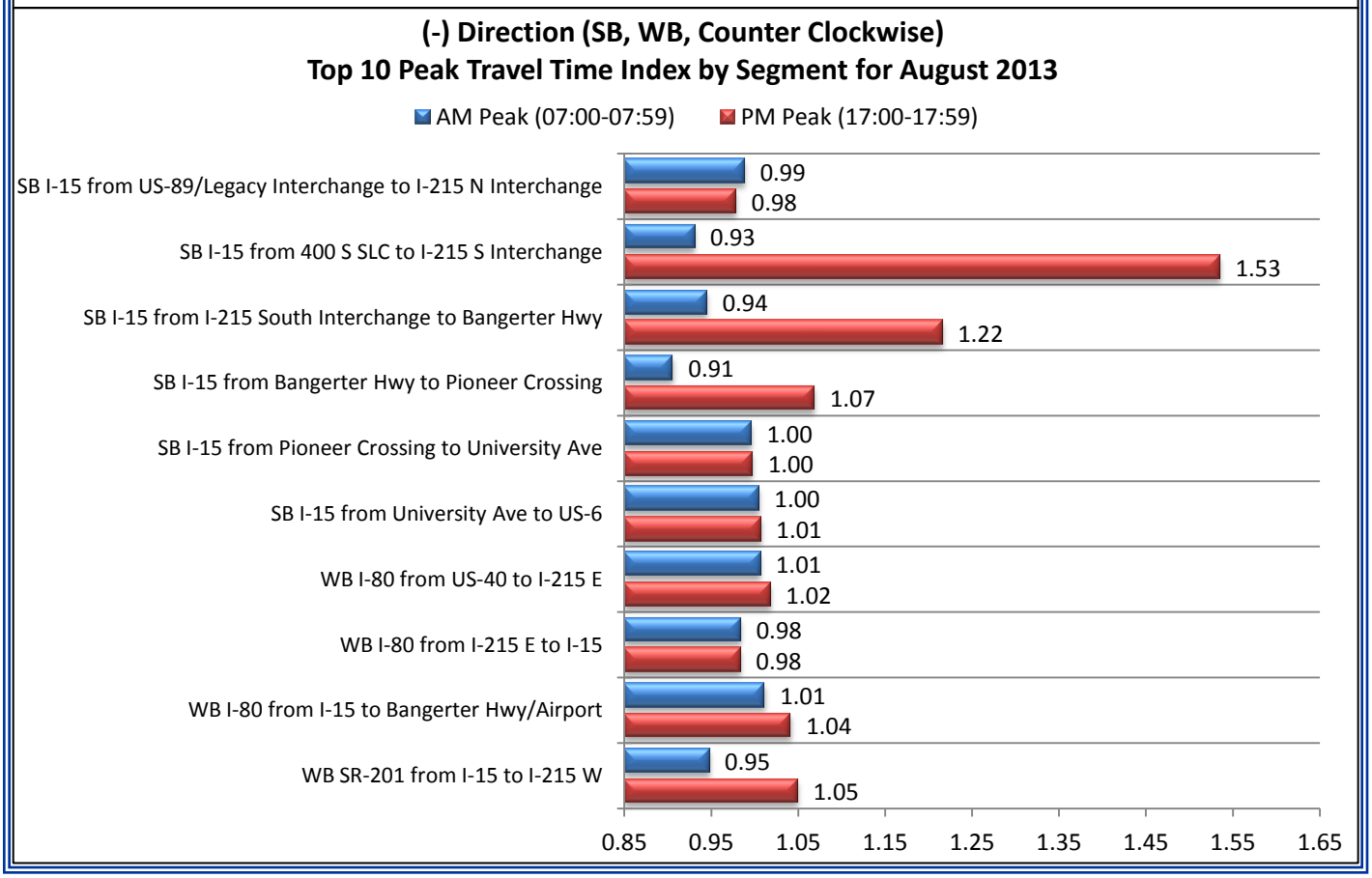
Average Freeway Speed: The freeway speed is weighted by volume.

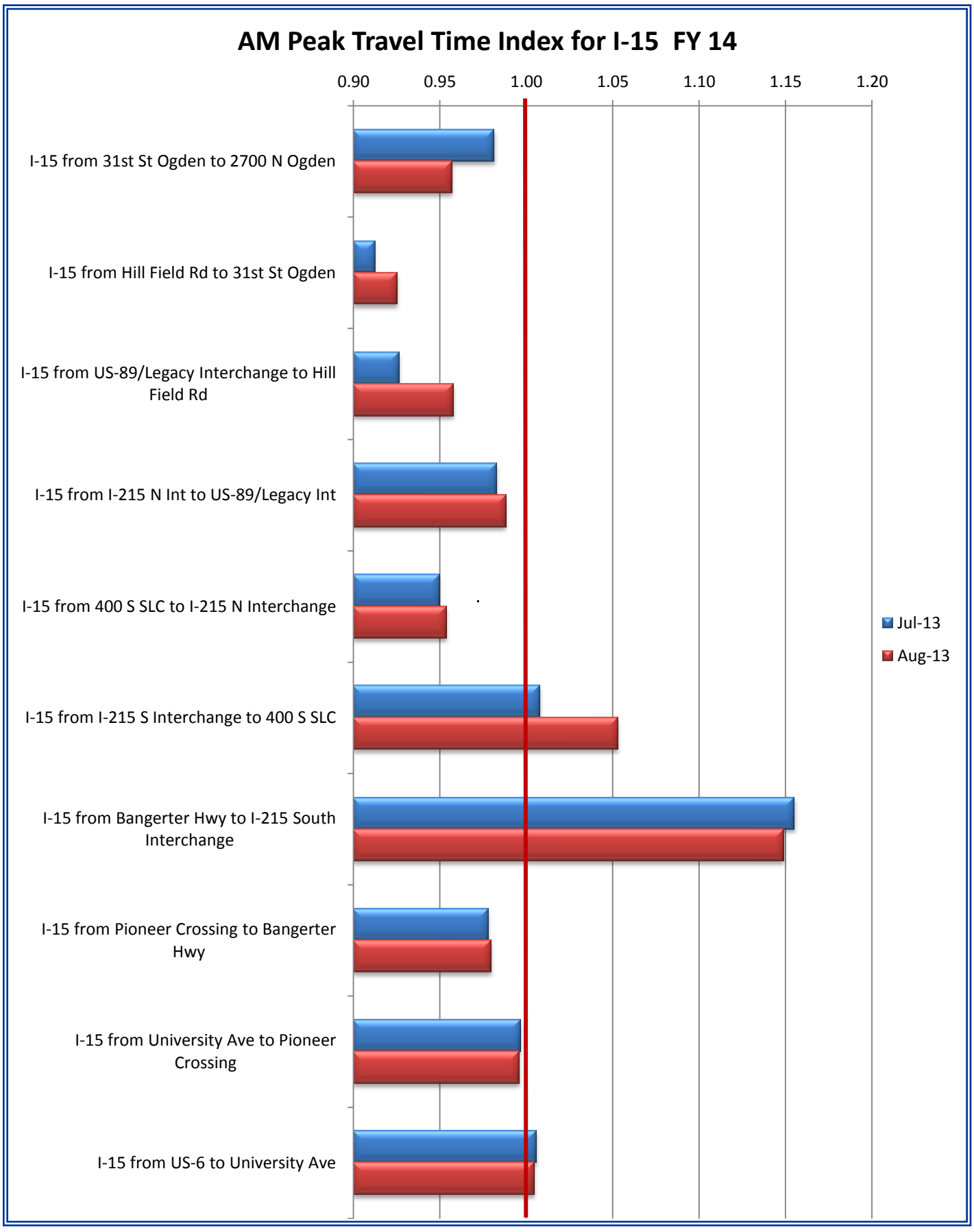


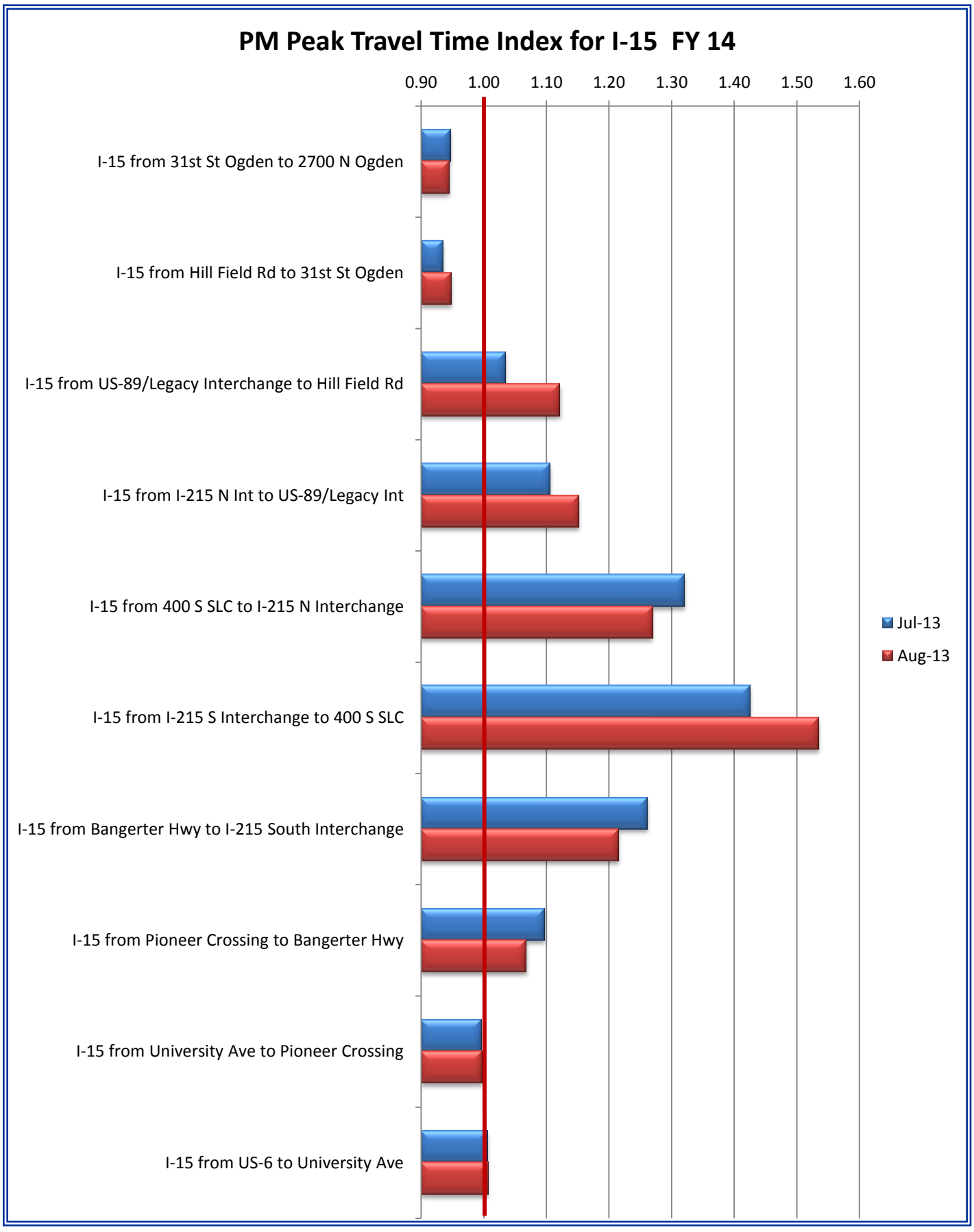


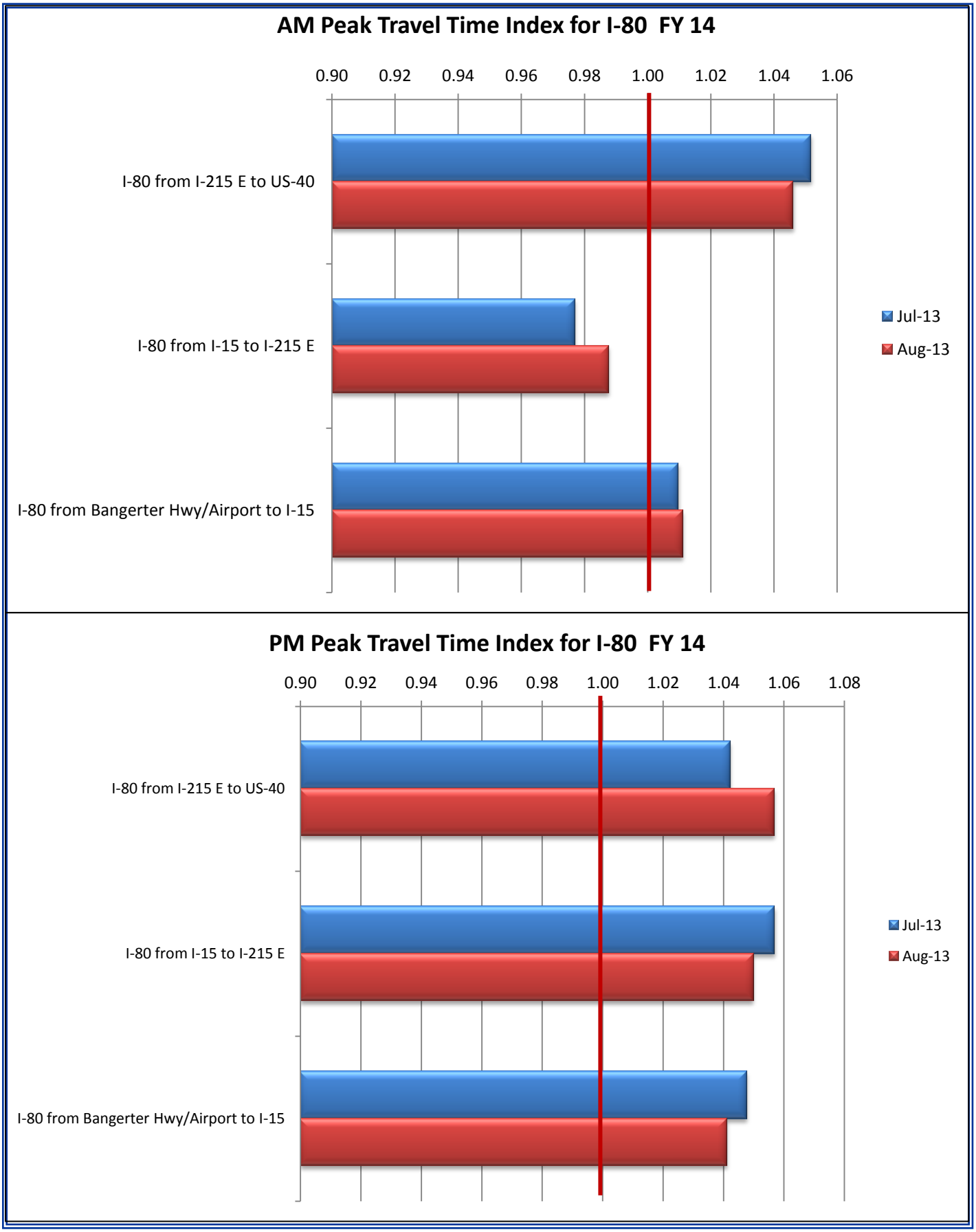


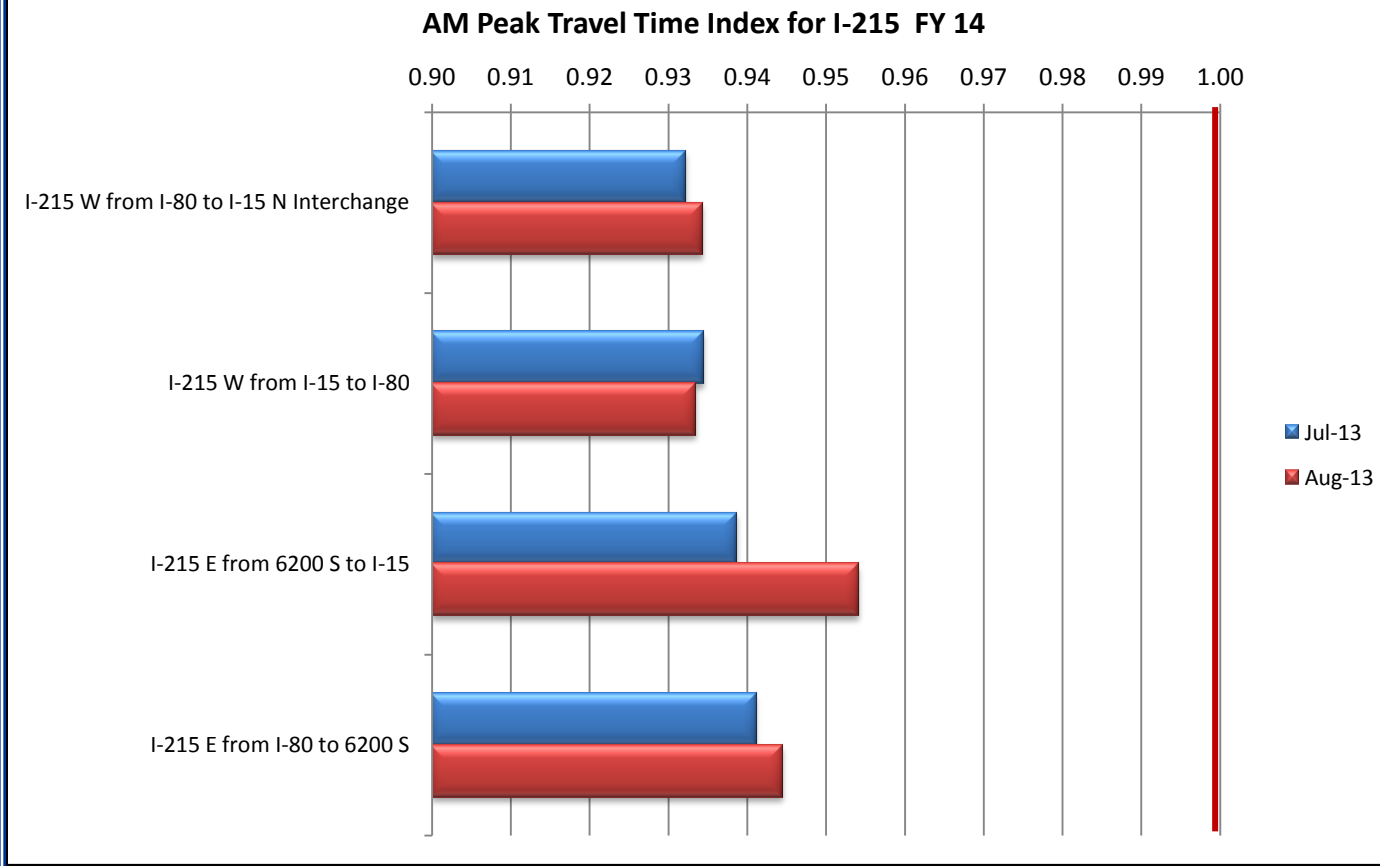

(+) Direction (NB, EB, Clockwise)
Top 10 Peak Travel Time Index by Segment for August 2013
AM Peak (07:00-07:59)
PM Peak (17:00-17:59)
NB I-15 from US-89/Legacy Interchange to Hill Field Rd
0.90
1.12
NB I-15 from I-215 N Interchange to US-89/Legacy Interchange
0.94
1.15
NB I-15 from 400 S SLC to I-215 N Interchange
0.93
1.27
NB I-15 from I-215 S Interchange to 400 S SLC
1.05
1.05
NB I-15 from Bangerter Hwy to I-215 South Interchange
1.15
1.16
EB I-80 from I-215 E to US-40
1.05
1.06
EB I-80 from I-15 to I-215 E
0.99
1.05
EB I-80 from Bangerter Hwy/Airport to I-15
1.00
0.99
EB SR-201 from 5600 W to I-215 W
0.96
1.03
EB SR-201 from I-215 W to I-15
0.99
1.02
0.85 0.90 0.95 1.00 1.05 1.10 1.15 1.20 1.25 1.30

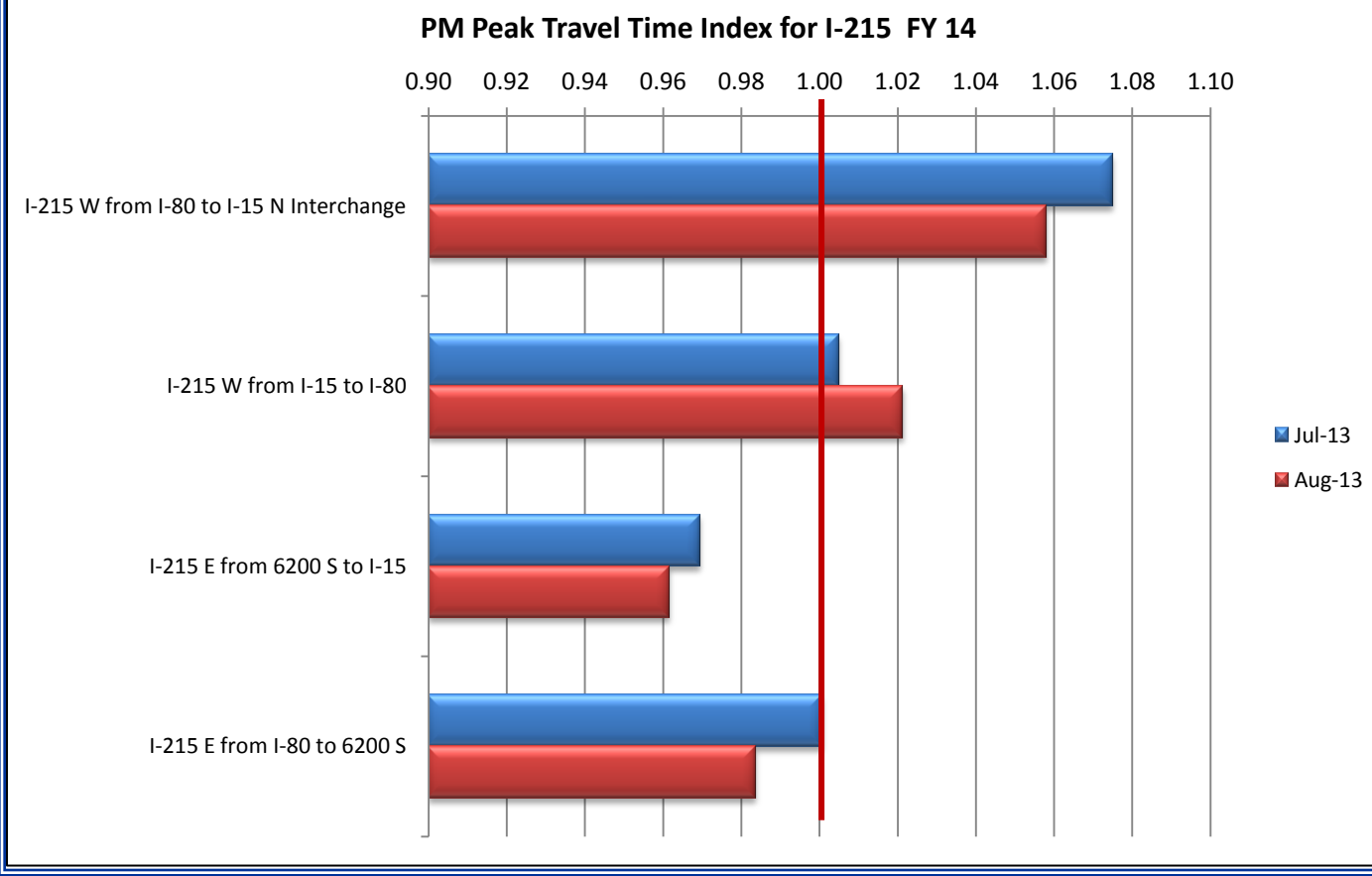

(-) Direction (SB, WB, Counter Clockwise)
Top 10 Peak Travel Time Index by Segment for August 2013
AM Peak (07:00-07:59)
PM Peak (17:00-17:59)
SB I-15 from US-89/Legacy Interchange to I-215 N Interchange
0.99
0.98
SB I-15 from 400 S SLC to I-215 S Interchange
0.93
1.53
SB I-15 from I-215 South Interchange to Bangerter Hwy
0.94
1.22
SB I-15 from Bangerter Hwy to Pioneer Crossing
0.91
1.07
SB I-15 from Pioneer Crossing to University Ave
1.00
1.00
SB I-15 from University Ave to US-6
1.00
1.01
WB I-80 from US-40 to I-215 E
1.01
1.02
WB I-80 from I-215 E to I-15
0.98
0.98
WB I-80 from I-15 to Bangerter Hwy/Airport
1.01
1.04
WB SR-201 from I-15 to I-215 W
0.95
1.05
0.85 0.95 1.05 1.15 1.25 1.35 1.45 1.55 1.65

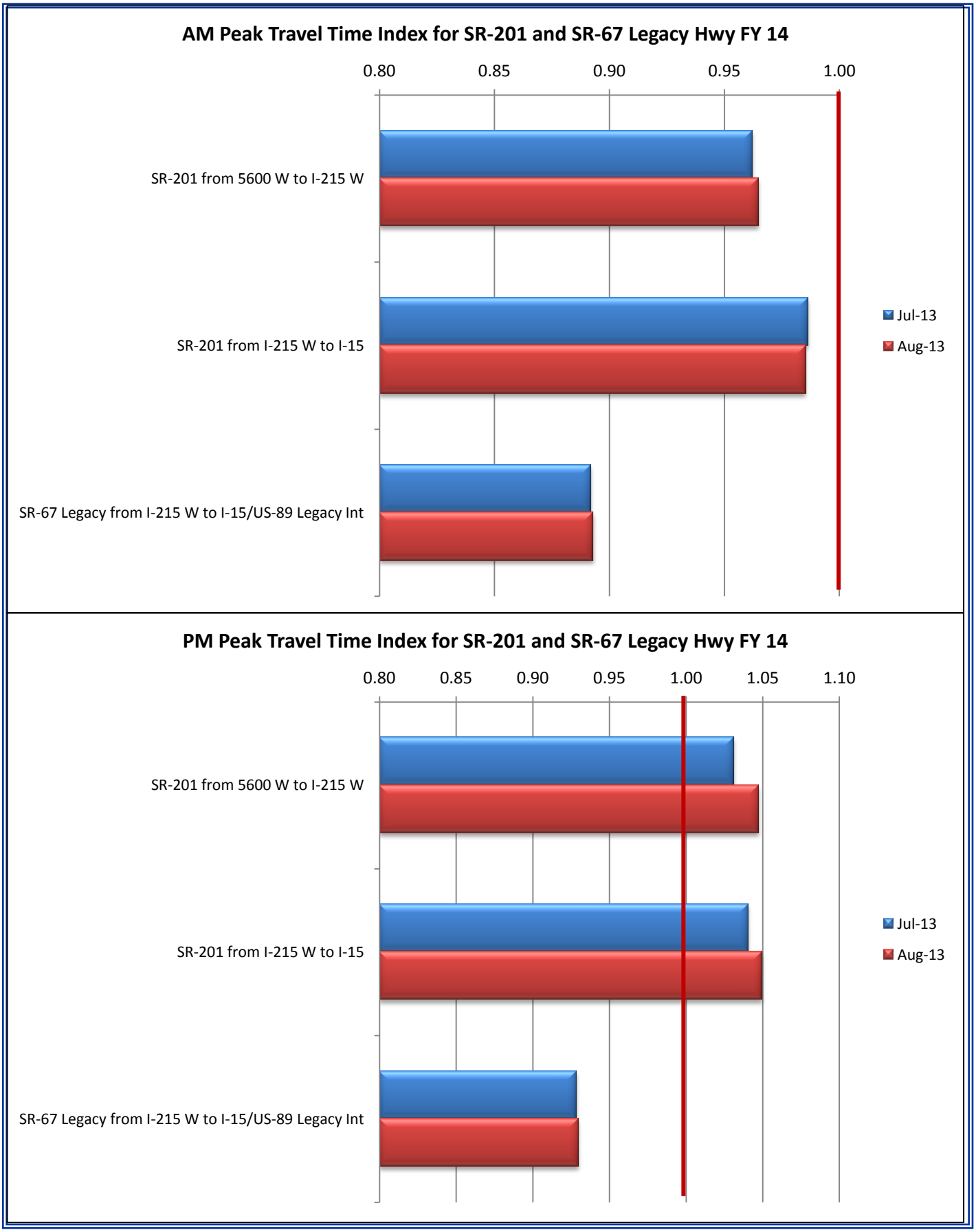

AM Peak Travel Time Index for I-15 FY 14
0.90
0.95
1.00
1.05
1.10
1.15
1.20
I-15 from 31st St Ogden to 2700 N Ogden
I-15 from Hill Field Rd to 31st St Ogden
I-15 from US-89/Legacy Interchange to Hill Field Rd
I-15 from I-215 N Int to US-89/Legacy Int
I-15 from 400 S SLC to I-215 N Interchange
I-15 from I-215 S Interchange to 400 S SLC
I-15 from Bangerter Hwy to I-215 South Interchange
I-15 from Pioneer Crossing to Bangerter Hwy
I-15 from University Ave to Pioneer Crossing
I-15 from US-6 to University Ave
Jul-13
Aug-13


PM Peak Travel Time Index for I-15 FY 14
0.90
1.00
1.10
1.20
1.30
1.40
1.50
1.60
I-15 from 31st St Ogden to 2700 N Ogden
I-15 from Hill Field Rd to 31st St Ogden
I-15 from US-89/Legacy Interchange to Hill Field Rd
I-15 from I-215 N Int to US-89/Legacy Int
I-15 from 400 S SLC to I-215 N Interchange
I-15 from I-215 S Interchange to 400 S SLC
I-15 from Bangerter Hwy to I-215 South Interchange
I-15 from Pioneer Crossing to Bangerter Hwy
I-15 from University Ave to Pioneer Crossing
I-15 from US-6 to University Ave
Jul-13
Aug-13


AM Peak Travel Time Index for I-80 FY 14
0.90
0.92
0.94
0.96
0.98
1.00
1.02
1.04
1.06
I-80 from I-215 E to US-40
I-80 from I-15 to I-215 E
I-80 from Bangerter Hwy/Airport to I-15
Jul-13
Aug-13
PM Peak Travel Time Index for I-80 FY 14
0.90
0.92
0.94
0.96
0.98
1.00
1.02
1.04
1.06
1.08
I-80 from I-215 E to US-40
I-80 from I-15 to I-215 E
I-80 from Bangerter Hwy/Airport to I-15
Jul-13
Aug-13


AM Peak Travel Time Index for I-215 FY 14
0.90
0.91
0.92
0.93
0.94
0.95
0.96
0.97
0.98
0.99
1.00
I-215 W from I-80 to I-15 N Interchange
I-215 W from I-15 to I-80
I-215 E from 6200 S to I-15
I-215 E from I-80 to 6200 S
Jul-13
Aug-13

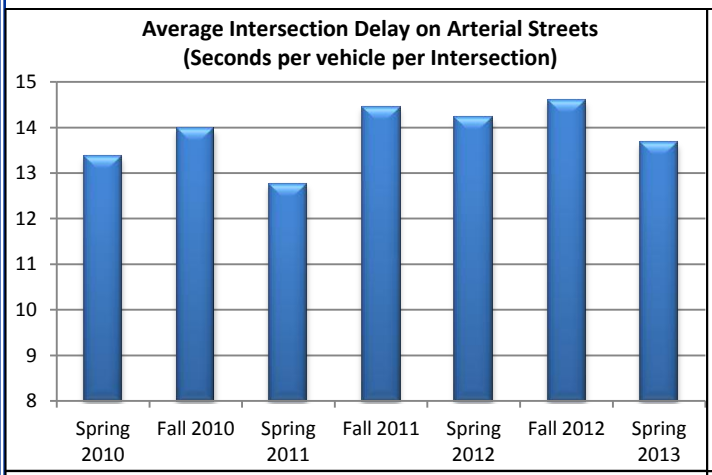

PM Peak Travel Time Index for I-215 FY 14
0.90
0.92
0.94
0.96
0.98
1.00
1.02
1.04
1.06
1.08
1.10
I-215 W from I-80 to I-15 N Interchange
I-215 W from I-15 to I-80
I-215 E from 6200 S to I-15
I-215 E from I-80 to 6200 S
Jul-13
Aug-13

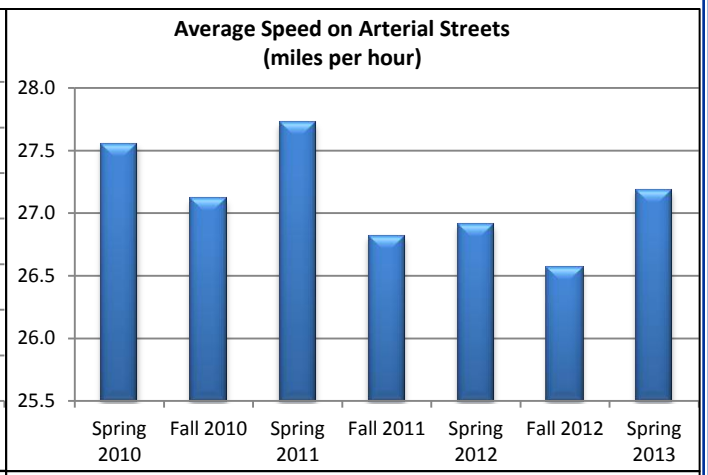

AM Peak Travel Time Index for SR-201 and SR-67 Legacy Hwy FY 14
0.80
0.85
0.90
0.95
1.00
SR-201 from 5600 W to I-215 W
SR-201 from I-215 W to I-15
SR-67 Legacy from I-215 W to I-15/US-89 Legacy Int
Jul-13
Aug-13
PM Peak Travel Time Index for SR-201 and SR-67 Legacy Hwy FY 14
0.80
0.85
0.90
0.95
1.00
1.05
1.10
SR-201 from 5600 W to I-215 W
SR-201 from I-215 W to I-15
SR-67 Legacy from I-215 W to I-15/US-89 Legacy Int
Jul-13
Aug-13

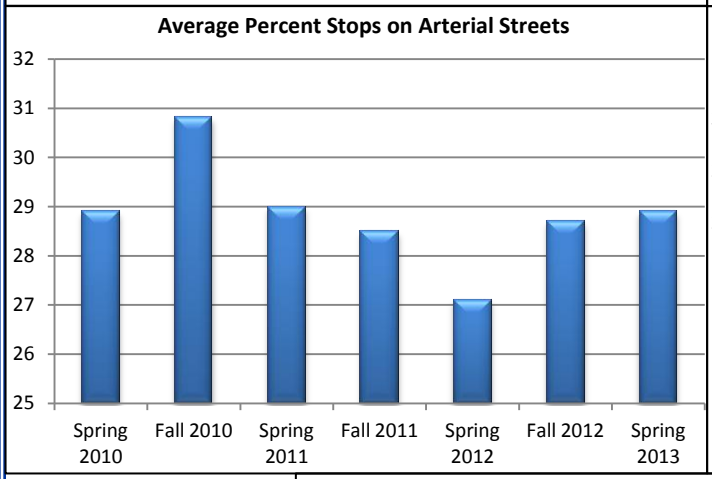
Surface Street Traffic Level of Service

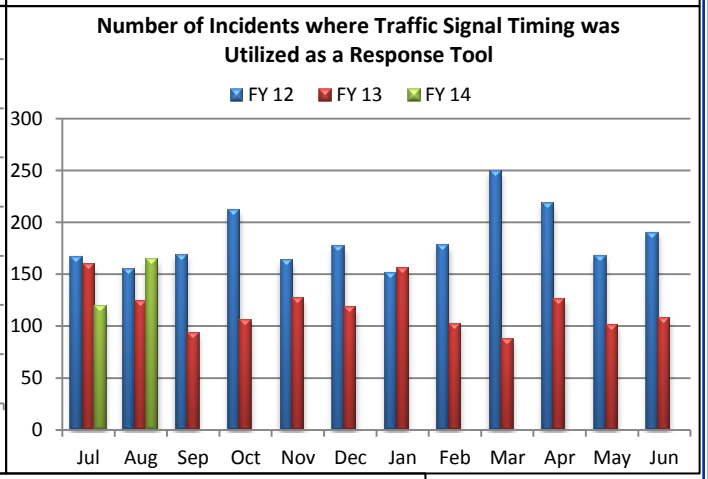
The surface street traffic statistics are generated through a series of Travel Time measurements. These are conducted using a special equipped vehicle which measures the average travel time, the average percent of intersections at which a vehicle must stop, the average time stopped at an intersection, and the average speed. The Traffic Systems Section gathers these measurements from Regions 1, 2, 3, and 4 twice each year. The chart in the lower right hand corner shows the number of incidents where traffic signal timing was modified in order to help traffic flow around closed lanes, or to help relieve excessive congestion.

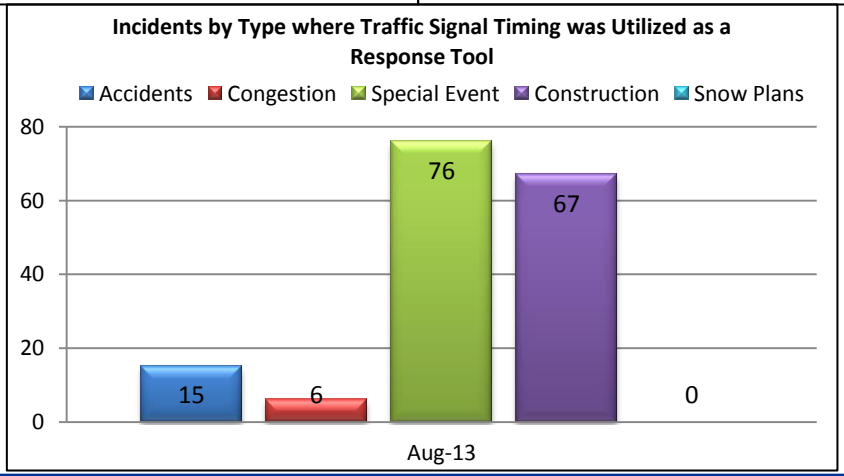
The following charts illustrate data gathered during semi-annual timing runs.

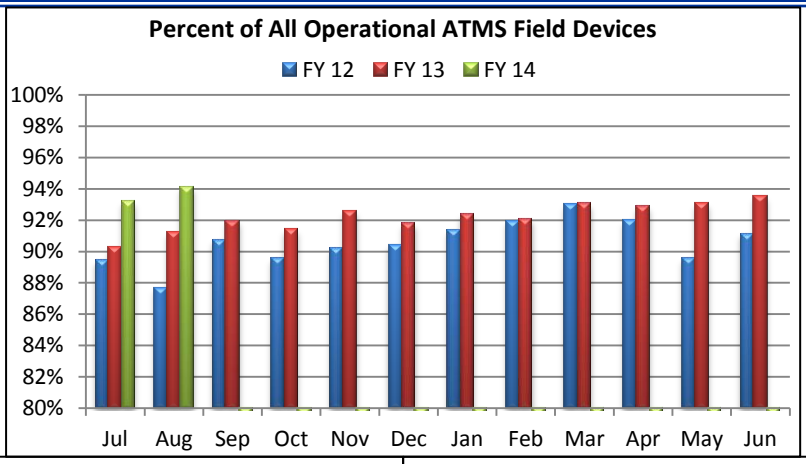


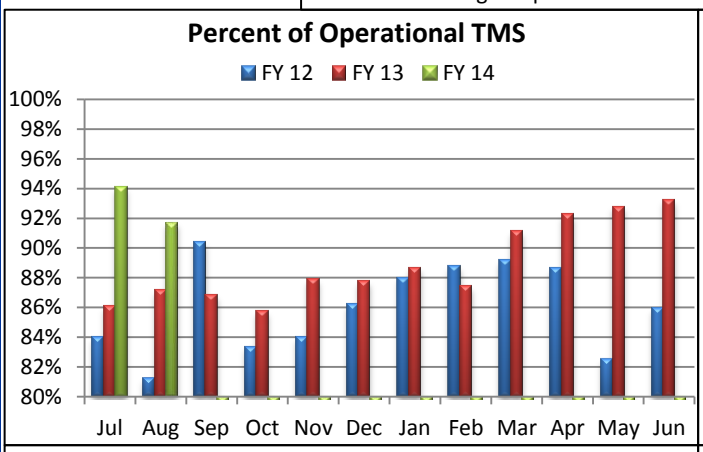


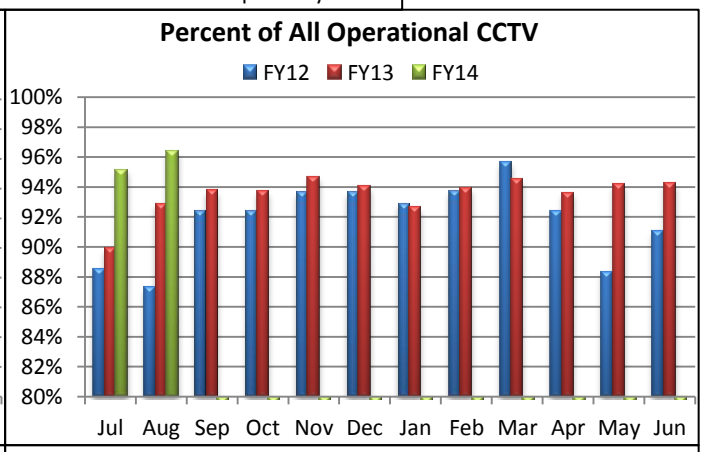


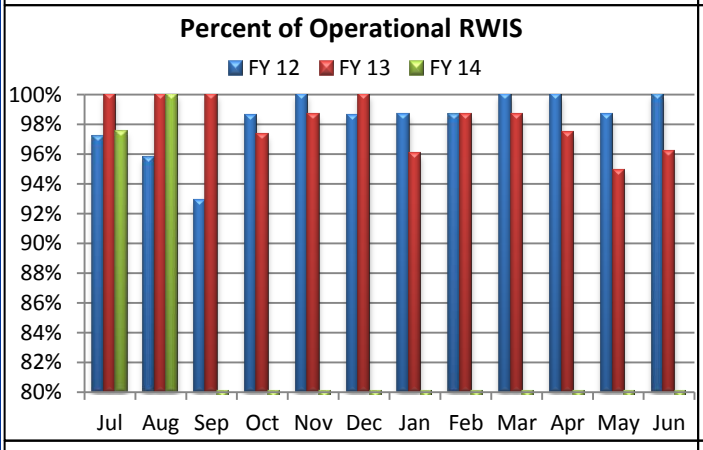


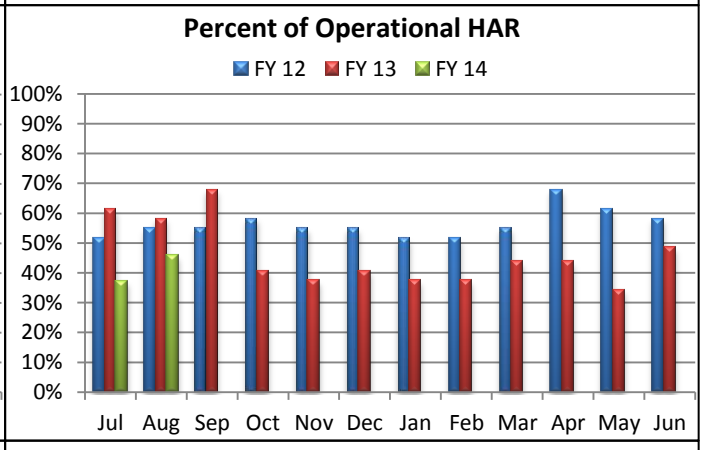


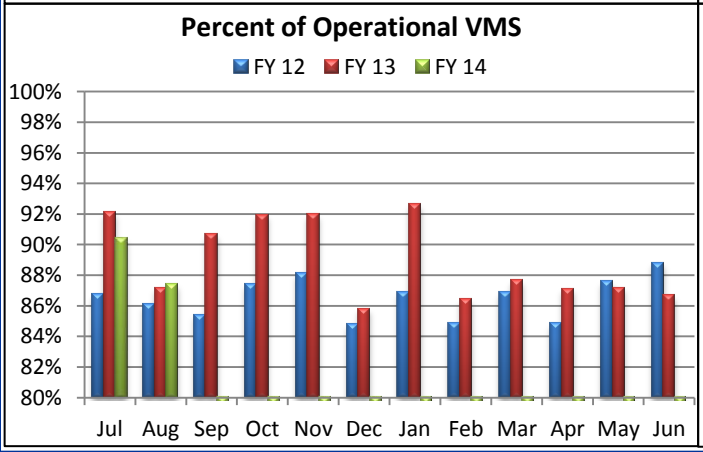

Percent of All Operational ATMS Field Devices
FY 12
FY 13
FY 14
100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

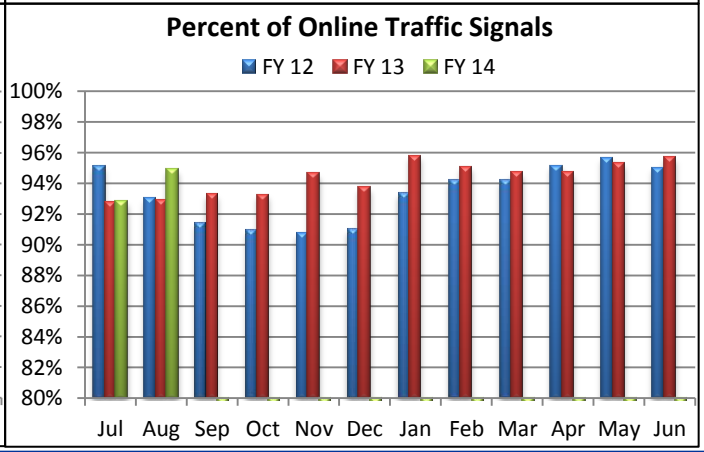

Percent of Operational TMS
FY 12
FY 13
FY 14
100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

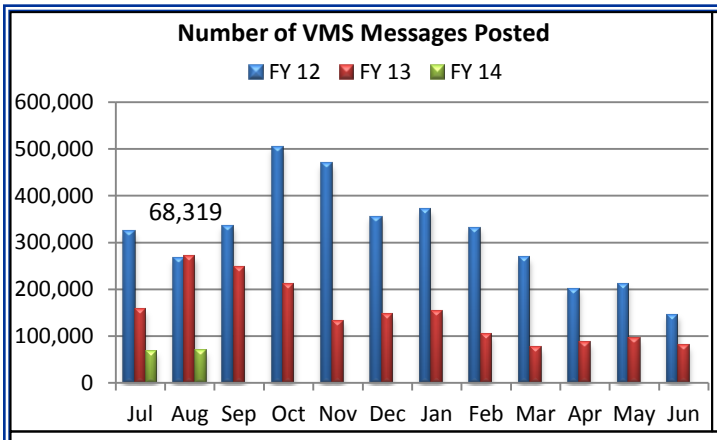

Percent of All Operational CCTV
FY12
FY13
FY14
100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

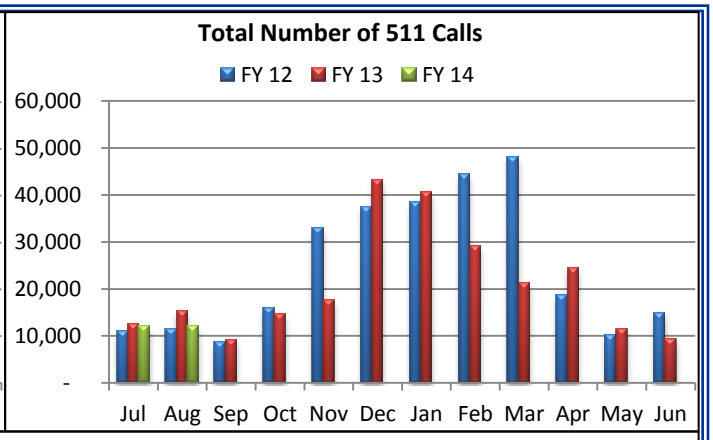

Percent of Operational RWIS
FY 12
FY 13
FY 14
100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

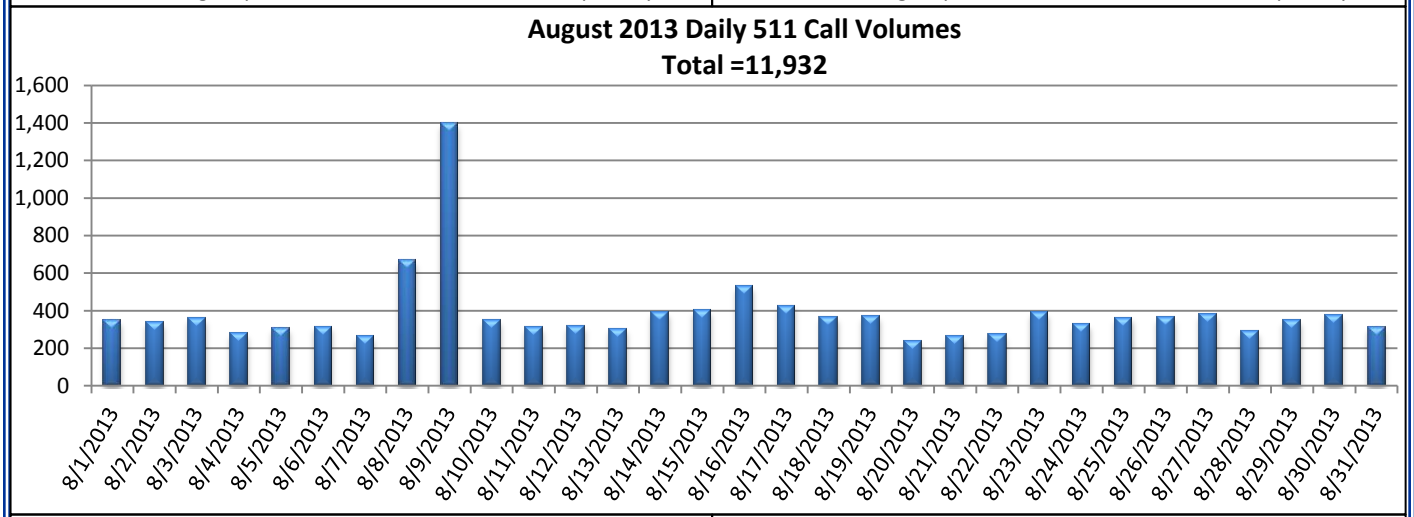

Percent of Operational HAR
FY 12
FY 13
FY 14
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

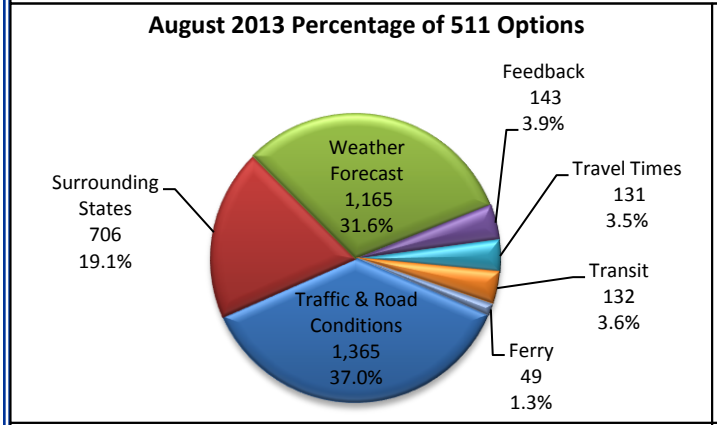

Percent of Operational VMS
FY 12
FY 13
FY 14
100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

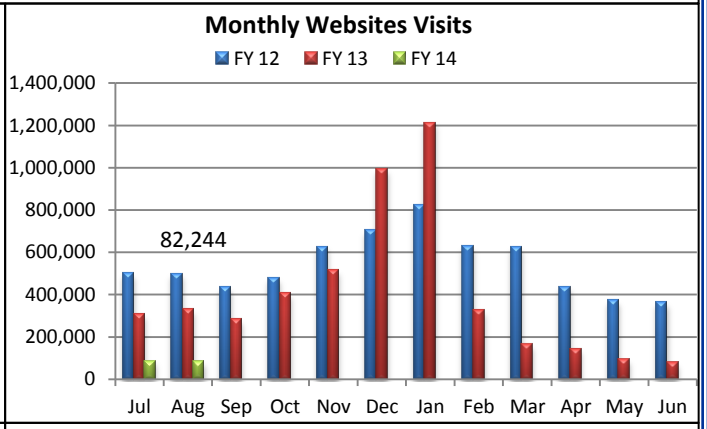

Percent of Online Traffic Signals
FY 12
FY 13
FY 14
100%
98%
96%
94%
92%
90%
88%
86%
84%
82%
80%
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

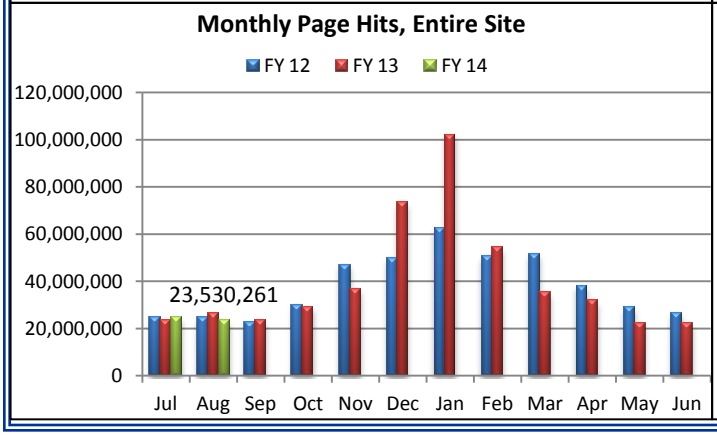

Number of VMS Messages Posted
FY 12
FY 13
FY 14
600,000
500,000
400,000
300,000
200,000
100,000
0
68,319
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

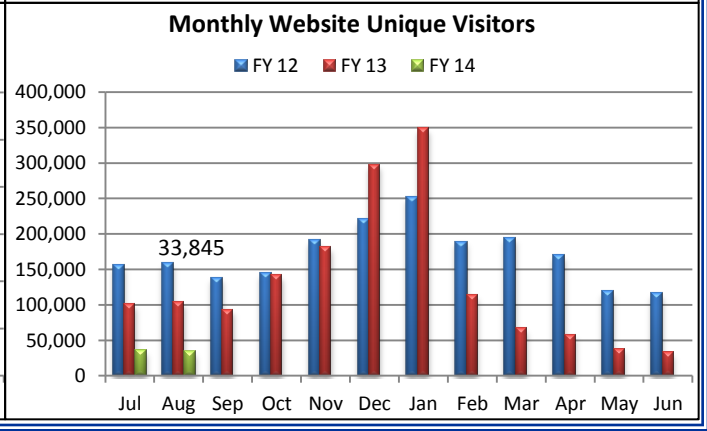

Total Number of 511 Calls
FY 12
FY 13
FY 14
60,000
50,000
40,000
30,000
20,000
10,000
-
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

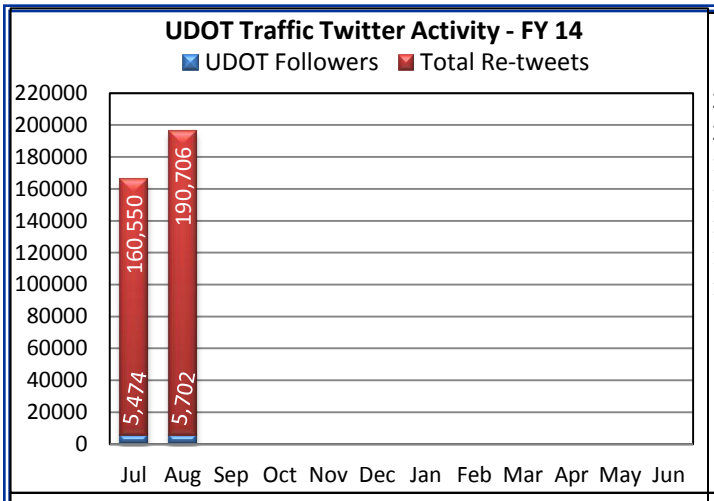

August 2013 Daily 511 Call Volumes
Total =11,932
1,600
1,400
1,200
1,000
800
600
400
200
0
8/1/2013
8/2/2013
8/3/2013
8/4/2013
8/5/2013
8/6/2013
8/7/2013
8/8/2013
8/9/2013
8/10/2013
8/11/2013
8/12/2013
8/13/2013
8/14/2013
8/15/2013
8/16/2013
8/17/2013
8/18/2013
8/19/2013
8/20/2013
8/21/2013
8/22/2013
8/23/2013
8/24/2013
8/25/2013
8/26/2013
8/27/2013
8/28/2013
8/29/2013
8/30/2013
8/31/2013

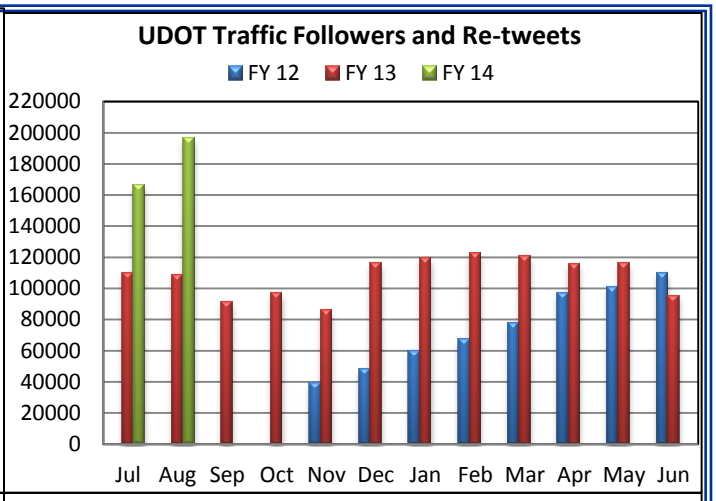

August 2013 Percentage of 511 Options
Feedback
143
3.9%
Travel Times
131
3.5%
Transit
132
3.6%
Ferry
49
1.3%
Traffic & Road Conditions
1,365
37.0%
Surrounding States
706
19.1%
Weather Forecast
1,165
31.6%

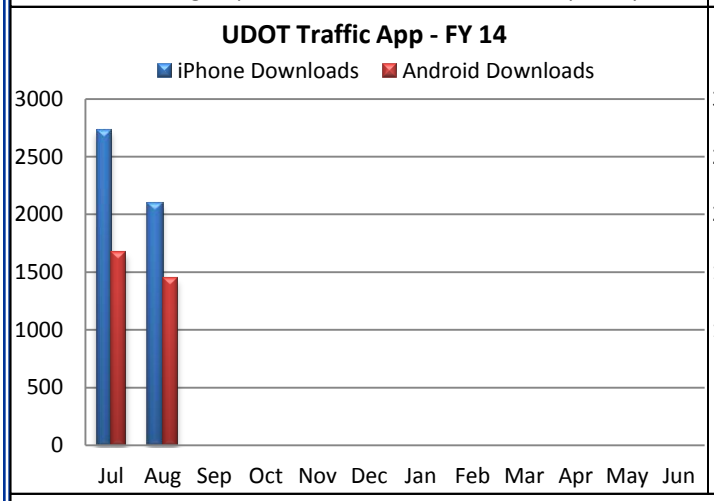

Monthly Websites Visits
FY 12
FY 13
FY 14
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
82,244
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

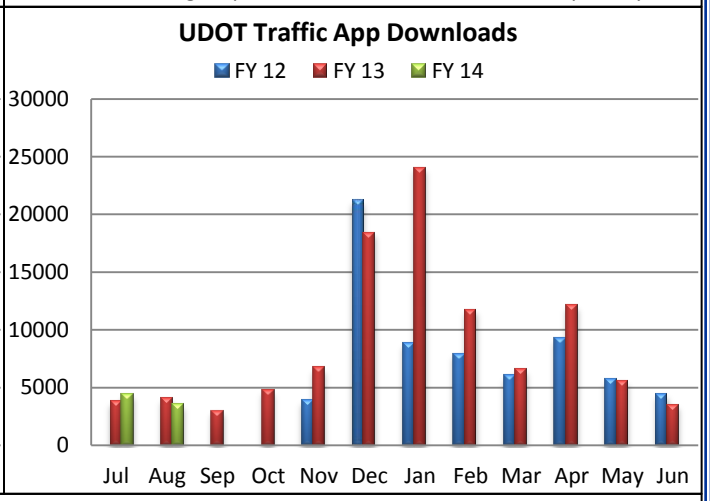

Monthly Page Hits, Entire Site
FY 12
FY 13
FY 14
120,000,000
100,000,000
80,000,000
60,000,000
40,000,000
20,000,000
0
23,530,261
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

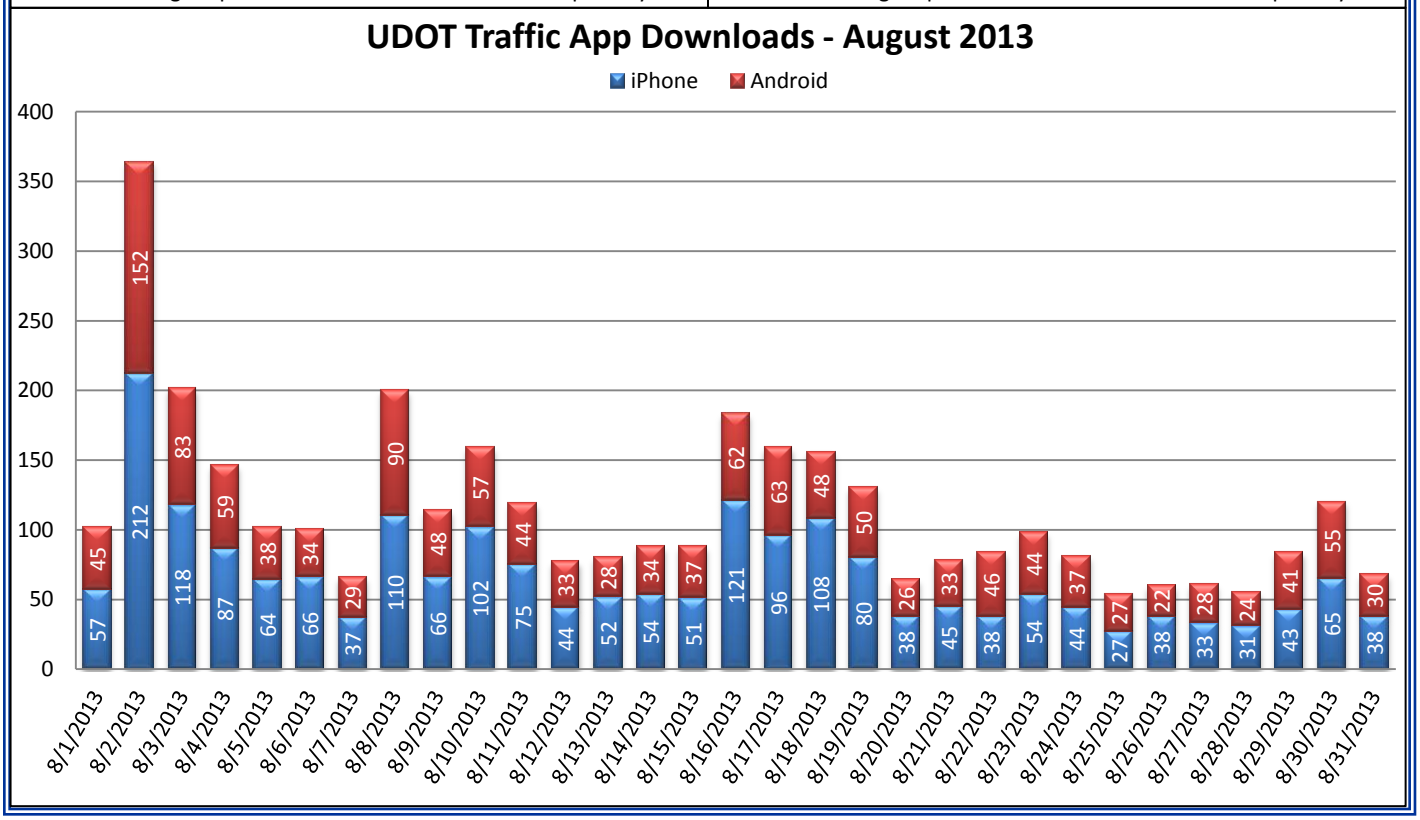

Monthly Website Unique Visitors
FY 12
FY 13
FY 14
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
33,845
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

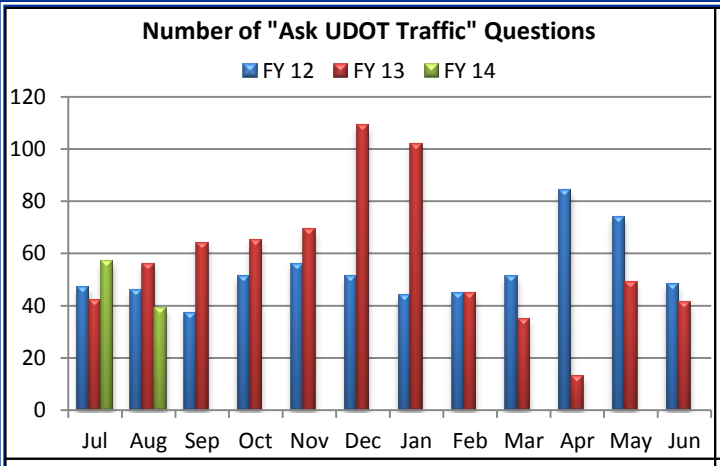

UDOT Traffic Twitter Activity - FY 14
UDOT Followers
Total Re-tweets
220000
200000
180000
160000
140000
120000
100000
80000
60000
40000
20000
0
160,550
190,706
5,474
5,702
Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun

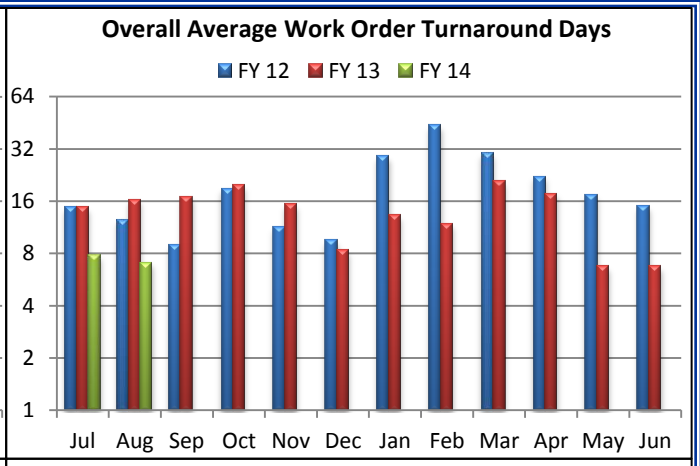

UDOT Traffic Followers and Re-tweets
FY 12
FY 13
FY 14
220000
200000
180000
160000
140000
120000
100000
80000
60000
40000
20000
0
Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun

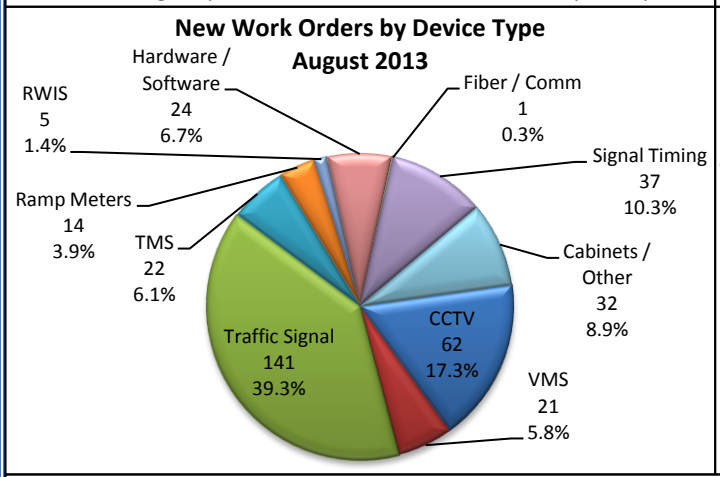

UDOT Traffic App - FY 14
iPhone Downloads
Android Downloads
3000
2500
2000
1500
1000
500
0
Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun

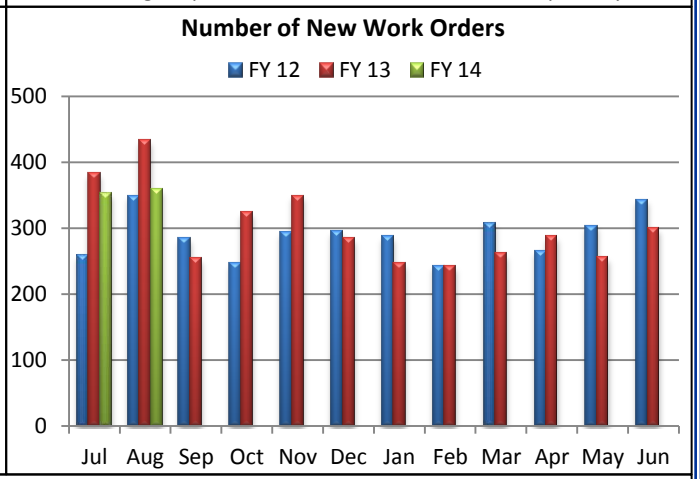

UDOT Traffic App Downloads
FY 12
FY 13
FY 14
30000
25000
20000
15000
10000
5000
0
Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun

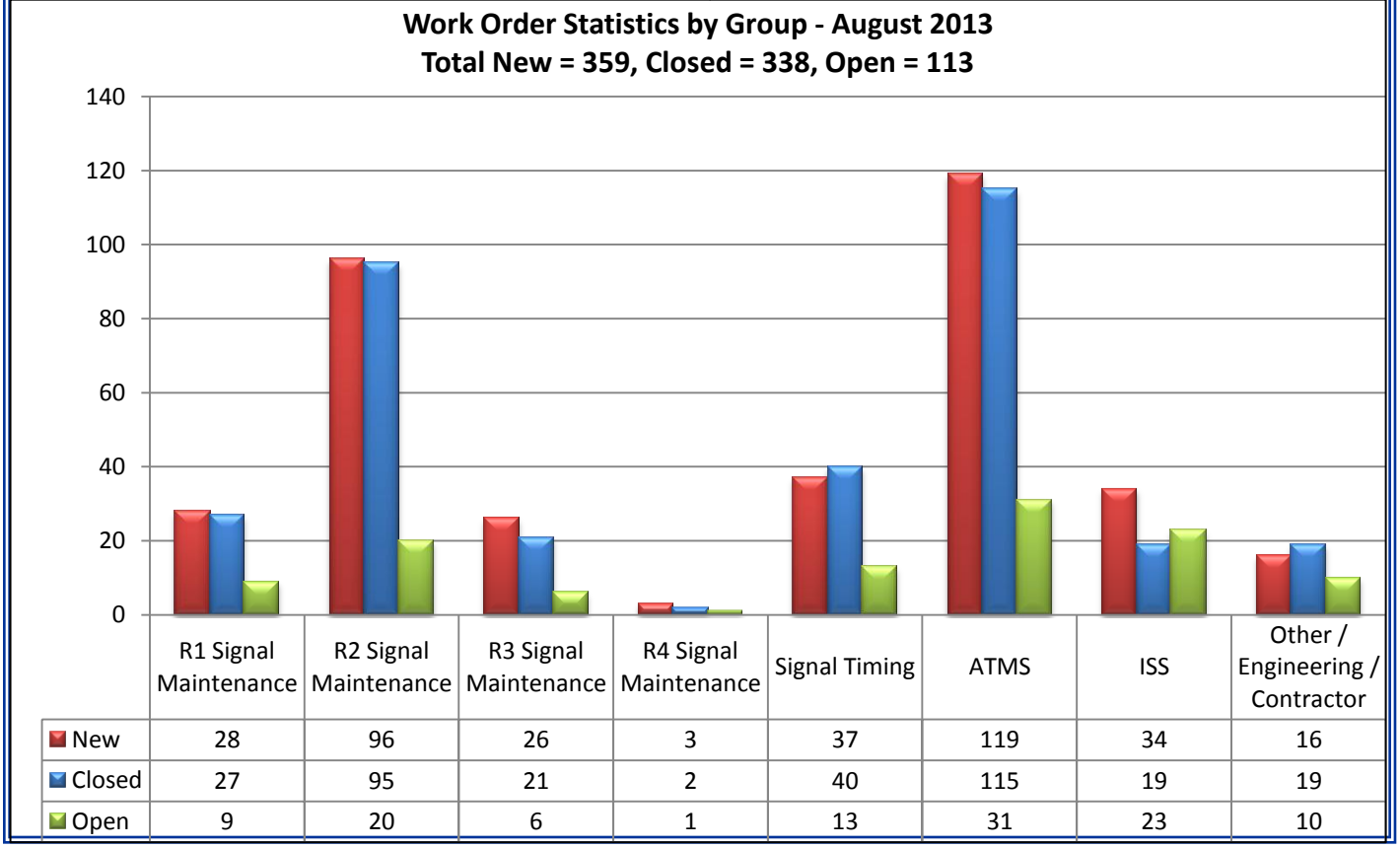

UDOT Traffic App Downloads - August 2013
iPhone
Android
400
350
300
250
200
150
100
50
0
8/1/2013 8/2/2013 8/3/2013 8/4/2013 8/5/2013 8/6/2013 8/7/2013 8/8/2013 8/9/2013 8/10/2013 8/11/2013 8/12/2013 8/13/2013 8/14/2013 8/15/2013 8/16/2013 8/17/2013 8/18/2013 8/19/2013 8/20/2013 8/21/2013 8/22/2013 8/23/2013 8/24/2013 8/25/2013 8/26/2013 8/27/2013 8/28/2013 8/29/2013 8/30/2013 8/31/2013











	R1 Signal Maintenance	R2 Signal Maintenance	R3 Signal Maintenance	R4 Signal Maintenance	Signal Timing	ATMS	ISS	Other / Engineering / Contractor
New	28	96	26	3	37	119	34	16
Closed	27	95	21	2	40	115	19	19
Open	9	20	6	1	13	31	23	10